



National Transportation Safety Board

Welcome to the 2018 Aviation Symposium!

Robert Sumwalt

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Flying high now in Philly!
Eagles dethrone Patriots,
win first title in 58 years

The State

S.C. TRAIN CRASH KILLS 2, INJURES 116



NTSB chief:
Crash could



NTSB

Safer
TODAY

The Board



Earl Weener



Robert Sumwalt



Bella Dinh-Zarr



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Executive Officer



Mike Hughes
Communications Liaison



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Dennis Jones
Managing Director



Sharon Bryson
Acting Deputy Managing Director

Office of General Counsel



Kathy Silbaugh, Esq.
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Office of Aviation Safety



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Deputy Director



John DeLisi
Director



Tim LeBaron
Deputy Director, Regional Operations

NTSB Regional Offices



ANC

Alaska Region
Anchorage, AK

WPR

Western Pacific Region
Seattle, WA

CEN

Central Region
Denver, CO

ERA

Eastern Region
Ashburn, VA



Office of Aviation Safety - 2017

- 1298 domestic accidents investigated
- Accredited Representative to 164 foreign accident investigations

If this is your aircraft ...



Are you prepared to interface with this?



Three things to consider:

- Become a party member
- Make a party submission
- Meet with Board Members

The Party Process

- The NTSB designates parties to the investigation to those organizations that can provide technical expertise.
- Typically parties may include:
 - FAA (by law)
 - Operator
 - Airframe and engine manufacturers
 - Major component manufacturers
 - Pilot, ATC, maintenance, and flight attendant union representatives
 - Airport authorities
 - First responders

Value of the Party System



- Parties provide technical expertise
- Parties provide checks and balances to the process of accident investigation
- Transparency
- Immediate corrective actions



Submission to the
National Transportation Safety Board
for the

**American Airlines 767-300 N345AN
Engine Failure with Fire at Chicago, ILL
28 October 2016**

**The Boeing Company
28 July 2017**



Subject: GE Aviation Submission for 737-800 Chicago Engine
NTSB Investigation Number DCA17FA021

July 26, 2017

To: Ms. Lorenda Ward
Investigator-in-Charge
Office of Aviation Safety
National Transportation Safety Board
490 E. L'Enfant Plaza, SW
Washington, DC 20594

Dear Ms. Ward,

Thank you for the opportunity to submit this submission. GE Aviation appreciates the opportunity to participate in the investigation process and to provide this input prior to the final report.

As noted in the NTSB Preliminary Report, the 737-800 engine High Pressure Turbine (HPT) Stage 2 disk, manufactured in 2006, was found to have failed during the investigation. GE Aviation conducted an investigation into the failure of the HPT Stage 2 disk, which resulted in the engine failure and subsequent fire. The investigation is ongoing, and GE Aviation is committed to providing a thorough and transparent report to the NTSB.

- The charter of the NTSB is to determine probable cause and make recommendations to prevent such occurrences. In this case, GE Aviation provides the following safety recommendations for the NTSB:
- Recommendation 1: The NTSB should engage with the industry to review premium quality cast & wrought nickel-based turbine engine components for potential weak areas.
 - Recommendation 2: The NTSB should review the design and manufacturing processes for the HPT Stage 2 disk, which was found to have failed during the investigation.
 - Recommendation 3: The NTSB should review the inspection and testing procedures for the HPT Stage 2 disk, which was found to have failed during the investigation.



Subject: American Airlines Party Submission to: American Airlines Flight 383;
October 28, 2016; Chicago, Illinois; NTSB Investigation No. DCA17FA021

August 1, 2017

Lorenda Ward
Investigator-in-Charge
Office of Aviation Safety
National Transportation Safety Board
490 E. L'Enfant Plaza, SW
Washington, DC 20594

Re: American Airlines Party Submission to: American Airlines Flight 383;
October 28, 2016; Chicago, Illinois; NTSB Investigation No. DCA17FA021

Dear Ms. Ward,

The purpose of this letter is to provide our proposed findings and recommendations to the National Transportation Safety Board ("NTSB") regarding the accident investigation and final report in this matter, in accordance with Title 49 Code of Federal Regulations ("CFR") Section 831.14. American Airlines ("American") appreciates the opportunity to submit these comments, as well as the professional and collaborative environment amongst all parties throughout this investigation. These cooperative efforts demonstrate our common commitment to aviation safety.

I. INTRODUCTION

On October 28, 2016, at about 14:32 CDT, American Airlines Flight number 383, a Boeing 767-300, registration number N345AN, powered by two General Electric CF6-80C2B6 turbofan engines, experienced a number 2 engine uncontained High Pressure Turbine ("HPT") failure and subsequent fire during the high speed segment of the takeoff ground roll on runway 28R at Chicago O'Hare International Airport (ORD). The flight crew rejected the takeoff, stopped the aircraft on runway 28R, and the aircraft was safely evacuated. The aircraft was a total loss due to engine failure.

The flight was operating under Title 14 CFR Part 121 as a scheduled passenger flight.

American is proud of the way it takes and flight safety seriously, and we describe the rigorous safety process and the high standards of safety throughout the industry.



Transport Workers Union of America, AFL-CIO

John S. Edwards
International Secretary-Treasurer

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International Secretary-Treasurer



Association of Professional
Flight Attendants

July 28, 2017

Ms. Lorenda Ward
Investigator-in-Charge
Office of Aviation Safety
National Transportation Safety Board
490 E. L'Enfant Plaza, SW
Washington, DC 20594

RE: Association of Professional Flight Attendants (APFA) Party Submission regarding the
American Airlines Flight 383 Uncontained Engine Failure and Subsequent Fire, October 28, 2016;
Chicago, Illinois - DCA17FA021

Dear Ms. Ward,

I am pleased to offer this submission on behalf of the Association of Professional Flight Attendants. I want to thank you and your staff for the outstanding work you performed. Even though this was my first experience as a Party Coordinator, your leadership, clarity of purpose, and professionalism made the process understandable, and I am proud of the work that all party participants contributed. The "Party Process" is truly a unique aspect of National Transportation Safety Board investigations, and it serves as the foundation of the outstanding reputation that

Thank you again for the great work you did on this accident.

Sincerely,

Scott Walker
Party Coordinator

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Party Coordinator

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Act to End Deadly Distractions

2ND ROUNDTABLE ON DISTRACTIONS

PRESENTED BY THE
National Transportation Safety Board
AND **StopDistractions.org**



WEDNESDAY, APRIL 26, 2017
9:00AM-4:30PM | WASHINGTON, DC
NTSB BOARDROOM & CONFERENCE CENTER

FACILITATED BY NTSB BOARD MEMBER
The Honorable Robert Sumwalt

AND **StopDistractions.org**
National Transportation Safety Board
PRESENTED BY THE

2ND ROUNDTABLE ON DISTRACTIONS

The Honorable Robert Sumwalt
FACILITATED BY NTSB BOARD MEMBER

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